

The Hongkong Telegraph.

No. 2146.

WEDNESDAY, JANUARY 30, 1889.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$50 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be withdrawn with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
Hongkong, 1st January, 1889.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL 500,000.
Registered Office, 40, THREADNEEDLE STREET,
LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
Buys and Sells BILLS OF EXCHANGE,
ISSUES LETTERS OF CREDIT, forwards BILLS for
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS
a per cent. per annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL
BANK CORPORATION, in Liquidation, or the
BALANCES of such claims, purchased on
advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE
SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF
PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. ROSENBERGER, Esq.
J. F. HOLLIDAY, Esq. N. A. SIEBS, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.
MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND
COUNTRY BANK.

HONGKONG—INTEREST ALLOWED:
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per annum on the
daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

G. E. NOBLE,
Chief Manager.
Hongkong, 1st January, 1889.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this HARBOUR, none of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary, communication with the Undersecretary
is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 15th August, 1889.

Intimations.



FOR THE RACES.

FASHIONABLE TWEED SUITINGS, TROUSERINGS COATINGS, VESTINGS, SILK and MERINO HOSIERY, LONG CLOTH
SHIRTS LINEN COLLARS, DERBY SCARFS, GOODWOOD TIES, TERA and FELT HALTS, BOOTS, SHOES, GLOVES,
&c., &c.

FOR THE RACES.

RACING JACKETS and CAPS, (SILK or SATIN), RIDING BREECHES, RIDING BOOTS, and TOPS, RACING and other
SADDLES, SADDLE CLOTHS, BRIDLES and BITS, SUITS of CLOTHING, RIDING WHIPS, CURRY COMBS, BRUSHES,
and all STABLE REQUISITES.

FOR THE RACES.

JAUNAY'S CHAMPAGNES, "ROYAL BLEND" and "SPECIALLY SELECTED" WHISKIES, BRANDIES, GIN, PORTS, SHERRIES,
CLARETS, EMPIRE PALE ALES, EMPIRE EXTRA STOUT, FINEST BRANDS OF CIGARS, and CIGARETTES, TOBACCOS.

ALSO,

AN ENTIRELY NEW STOCK of SMOKER'S REQUISITES.

THE HALL & BOLTZ CO. OPERATIVE COMPANY LIMITED.

Hongkong, 26th January, 1889.

KELLY & WALSH, LD.

USEFUL, CURIOUS AND ENTERTAINING BOOKS.
PAYNE'S Business Letter Writer and Book
of Commercial Forms, \$1.
Payne's Social Letter Writer, \$1.
Hoffmann's Tricks with Cards, 40 cts.
Donnelly's Manly Art of Self Defence, 40 cts.
Guide to Dog Training, 40 cts.
Self Cure of Stammering, 40 cts.
Secrets Worth Knowing, 40 cts.
Common Sense Cook Book, 40 cts.
Rapid Reckoning, the Art of making calculations
with almost instantaneous speed, 40 cts.
Diseases of the Dog, 40 cts.
The Whist Player, 40 cts.
German at a Glance, 40 cts.
Spanish at a Glance, 40 cts.
French at a Glance, 40 cts.
Honey's Alphabet Designs, 75 cts.
Art of Training Animals, 75 cts.
Burden's Irish Dialect Recitations, 40 cts.
Burden's Shaksperian Recitations, 40 cts.
Burden's Serio Comic Recitations, 40 cts.
Burden's Pathetic Recitations, 40 cts.
Kitt's Book of Mock Trials, 40 cts.
The Impromptu Speaker, 40 cts.
Night Side of New York, 40 cts.
Rogues & Rogues of New York, 40 cts.
Burden's Negro Dialect Recitations, 40 cts.
Josh Haywood's Trip to New York, 40 cts.
The Detective's Club, thrilling adventures, 40 cts.
Burden's Heroic Recitations, 40 cts.
Bruder Gardner's Stump Speeches, 40 cts.
Burden's French & Yankee - Recitations, 40 cts.
De Vere's Wit and Humour, 40 cts.
Burden's Dutch Dialect Recitations, 40 cts.
Burden's New Comic Recitations, 40 cts.
Snarles of New York; its tricks and traps 75 cts.
Humours of Ventriloquism, 25 cts.
Madame Juno's Dream Book, 40 cts.
Popular Recitations, 20 cts.
Joe Green's Visit to New York, 20 cts.
Uncle Sam's Black Jokes, 25 cts.
Wilson's Ball Room Guide, 75 cts.
Houdin the Conjuror, 75 cts.
Lessons in Horse Judging, 75 cts.
Modern Barn Tender's Guide, 75 cts.
Dunbar's Complete Book of Etiquette, 75 cts.
Practical Guide to Scene Painting, \$1.50.
How to make up for the Stage, 25 cts.
Bad Memory made Good, 25 cts.
How I became a Ventriloquist, 20 cts.
Napoleon's Oracleum, 20 cts.
The Poker Primer, 20 cts.
Tricks on Travellers, 20 cts.
Drummer's Yarns—Fun on the Road, 20 cts.
Gipsy Queen Dream Book, 20 cts.
Brother Jonathan's Jokes, 20 cts.
Fun Everlasting, 20 cts.

W. POWELL & CO.

RACES! RACES!! RACES!!!

NEW GOODS Specially Imported for the RACES are arriving by the next English Mail
and Steamship *Glenlyon*.
RACE SCARFS, BOWS, ROSETTES, JACKETS & CAPS made to any combination of colours.
BRIDLES TRIMMED.

W. POWELL & CO.

Victoria Exchange, Hongkong, 26th January, 1889.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

HAVE RECEIVED THEIR SECOND DELIVERY

WINTER COATINGS TWEED, and DRESS SUITING, TROUSERINGS and
ULSTER TWEEDS.

OUR OUTFITTING STOCK is ALSO COMPLETE IN SEASONABLE GOODS.

Hongkong, 14th January, 1889. QUEEN'S ROAD (Opposite HONGKONG HOTEL).

LANE, CRAWFORD & CO.

HAVE A FULL STOCK OF
SADDLERY AND STABLE SUNDRIES
Suitable for the training season.
NICHOLLS' BEST RACING SADDLES.
Jockey Whips, Light Racing Reins, &c., &c., Black and Brown Pony Harness.

Driving Gloves, Knitted Gloves with Leather Fingers, Mufflers, Cardigan Jackets, Carriage
Wraps, and Warm Clothing of all kinds suitable for Early Morning Wear at Race Course. Rain
Coats, Umbrellas, and Rubber Over-shoes, Riding Boots and Tops.

Orders now being taken for Racing Colours.

LANE, CRAWFORD & CO.

Hongkong, 22th January, 1889.

W. BREWER.

HAS JUST RECEIVED

NEW PIANOS by Collard and Collard.
Kirkman.
5,500 New Cheap Literature, 25 cents vol.
Laud's Sappho Illustrated.
Gautier's Mademoiselle de Maupin.
Hazard's Col. Quatrach.
Furner's Animal Physiology.
Grammar of Palmyra.
How to Mix Drinks.
Calbard's Invisible Powers of Nature.

Cardinal Newman's Life
St. Thomas Brasey's Life.
Ainsley's Extra Master's Guide.
Boy's Handy Book of Sports.
New Children's Books.
New Ladies' Tennis Shoes.
Demon Tennis Racquets.
Champion Tennis Balls.
Football and Boxing Gloves.

W. BREWER.

UNDER HONGKONG HOTEL.

Hongkong, 12th January 1889.

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR HAMBURG, HAMBURG AND LONDON.
THE Steamship

"MERIONETHSHIRE."
Dowling, Commander, will be despatched for
the above Ports, on or about the 31st inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 23rd January, 1889. [123]
STEAM TO YOKOHAMA, VIA NAGASAKI
AND KOBE.

(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"VERONA"
will leave for the above places on SATURDAY,
the 2nd February, at DAYLIGHT, instead of as
previously advertised.

E. L. WOODIN,
Superintendent.
Hongkong, 26th January, 1889. [13]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS SYDNEY AND
MELBOURNE.

THE Company's Steamship
"TSINAN"

Allison, Commander, will be despatched as above
on FRIDAY, the 8th February, at 4 P.M.
The attention of Passengers is directed to the
superior Accommodation offered by this Steamer.
First Class Saloon and Cabins are situated
forward of the engines. Second Class Passengers
are Berthed in the Poop. A Refrigerating
chamber ensures the supply of fresh provisions
during the entire voyage. A daily qualified
Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd January, 1889. [123]

SAILING VESSELS.

FOR LONDON AND HAMBURG.

THE A. I. British Bark
"JOHN NICHOLSON,"
W. Quine, Master, will load here for the above
Ports, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.,
Hongkong, 22nd December, 1888. [36]

FOR SAN FRANCISCO.

THE A. I. British Bark
"KITTY,"
Laird, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Hongkong, 14th January, 1889. [84]

FOR NEW YORK.

THE 3/3 A. I. American Ship
"FACTOLUS,"
Burnham, Master, shortly expected, will load
here for the above Port, and will have quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 19th December, 1888. [34]

FOR NEW YORK.

THE 3/3 A. I. American Ship
"STATE OF MAINE,"
G. Small, Master, shortly expected, will load here
for the above Port, and will have a quick
despatch.

For Freight, apply to
PUSTAU & Co.,
Hongkong, 19th December, 1888. [104]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND, RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF NEW YORK"

will be despatched for San Francisco, via Yoko-
hama, on WEDNESDAY, the 6th February,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, and Atlantic and Indian
Cities of the United States, via Overland Rail-
ways, to Havana, Trinidad, and Demerara, and
to ports in Mexico, Central and South America,
by the Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....325.00
To Liverpool.....325.00
To London.....330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked to ad-
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 17th January, 1889. [8]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKE CARGO AND PASSENGERS TO
JAPAN, CANADA, THE UNITED
STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"BATAVIA"

2,558 Tons Register, Auld, Commander,
will be despatched for VANCOUVER, B.C.,
via KOBE and YOKOHAMA, on THURSDAY,
the 7th February, at 3 P.M.

It will be followed by the S.S. "PARTHA" on
7th March, and S.S. "ABYSSINIA" on 4th
April.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports, and
at Vancouver with San Francisco and Pacific
Coast Ports by the regular Steamers of the
Pacific Coast Steamship Company and other
Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria.....\$160.00
To San Francisco.....175.00
To all Common Ports in Canada.....230.00
To Liverpool.....300.00
To London.....305.00

To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese and Japanese Customs, to be
obtained on application.

Consular Invoices to accompany Cargo des-
tined to Ports in the United States, should be
sent to the Company's Office, addressed to
Mr. D. E. BROWN, District Freight Agent,
Vancouver, B.C.

Freight will be received on board until 4 P.M.
on the 6th February.

All Parcels must be sent to our Office and
should be marked to address in full; and the
same will be received by us until 5 P.M. the
day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 10th January, 1889. [139]

OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKE CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"BELGIC"

will be despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 13th Feb.,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to
address in full; and the same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$200.00
To San Francisco and return.....350.00
available for 6 months.....325.00
To Liverpool.....325.00
To London.....330.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, 26th January, 1889. [12]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN AND HAM-
BURG, PORTS IN THE LEVANT,
BLACK SEA AND BALTIC
PORTS.

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 17th day of February,
1889, at 10 A.M., the Company's Steamship
"BRAUNSCHWEIG," Capt. H. Bodeker, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port at above calling at GENOA.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 1 p.m., on the 16th
February, 1889. (Parcels are not to be sent on
board; they must be left at the AGENT'S Office).

Contents and Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further particulars apply to
MELCHERS & Co.,
Agents.
Hongkong, 21st January, 1889. [14]

Colonies themselves. If the responsibility was thrown openly and fairly on the Governor himself, for he is really the responsible person, and that the members of the Council should be absolutely free—officials and unofficials—to discuss and criticize measures, and then, in face of their opinions, he would be pushed to measure forward, make the responsibility of declaring them law rest on him. The position of Legislative Council at present is both curious and difficult. As it was described to me the other day, it is probably one of the most delicate instruments for governing ever invented. The Governor is possessed of absolute power, in that a good Governor never, or seldom, loses his official majority—he will so bring forward his measures, so consult his colleagues, so take the public into his confidence, that any measure which is really worth carrying will have been discussed and examined and approved by the majority of the Council before it comes before the Council, or, if undesirable, it will probably be dropped, or at least considerably amended. We have had such Governors in this Colony. We have had Governors during whose reign there has been no such thing known as division in the Council, and on the other hand we have had Governors under whom every question was debated and divided upon, and passed with a minimum of assent and a maximum of dissatisfaction. Now the Legislature whose measures produce such results can hardly be considered a success. In the executive government of a Colony Governors are assisted by the Executive Council. In the old days of this Colony, and most other places, as shown by the local papers, this Council consisted of the officers commanding the troops, the Colonial Secretary, and the Attorney-General—seldom any other. We find a number of other gentlemen in the Council at present. It seems to me that the earlier form was the only sound and good one. The duties of the Council, as its very name implies, are to assist in the actual Government of the Colony. The Governor's duty, in addition to initiating all useful measures, is to supervise the action of the heads of departments, whom he has the power to suspend, and in many cases to entirely remove, if necessary. He should supervise their performance of their functions. Some Governors adopt the theory that when they have a good staff of officials they should not interfere, but let them do their work in their own way and on their own responsibility. That does not always do. On the other hand there are Governors who are constantly interfering with the heads of departments, and are inclined to monopolize the whole of the duties of every department. We have had specimens of both kinds, and it seems to me that they were equally failing in the performance of their duties. Heads of departments must be supported, but only when they are right, and the Governor who does not take the trouble to investigate the complaints cannot very well know whether they are well founded or not. In all such matters he is required by his instructions to have the assistance of the Executive Council, and it has always been a puzzle to me how that Council, when composed largely of heads of departments, can assist him in the performance of that duty. The Council is composed of the Colonial Secretary, who is of course the confidential counsellor of the Governor, the General commanding the troops, a man experienced in dealing with men and free from social influences, the Attorney-General, who, though the head of the legal department, is the Governor's adviser, and holds as independent a position as the Governor himself, and the heads of the departments. It has always seemed to me a mistake to have the last on the Council—a great departure from the representative formation of the body. It may be said that the Governor derives an immense advantage from having them by him. But he can learn anything he wants about any department by calling on the head for a report or having him up to give an explanation, and the Council can much more fairly, and thoroughly, and impartially discuss matters affecting that department in his absence. You see there is the Governor, with plenary authority, the Council, and the Legislature, subject to the Imperial Parliament, whose power is transmitted through the Secretary of State for the Colonies. You may know that every Act of Her Majesty must be countersigned by some other responsible person before it is operative. He is responsible for her Acts in his department, so she is bound, constitutionally, to follow his advice. If she does not, and the matter is sufficiently grave, he refuses his signature. So the real Government of the country is vested in these Secretaries of State. The Government of the Colonies is vested in one of them, although in these days of rapid dispatch, when every Governor may be said to be sitting at the end of the telegraph wire, every initiative is left to them. The Secretaries of State, you know, change with the Ministry; every two or three years they go out of office, and the Government really, in the hands of the responsible Secretary of State, the man whose name is known to all the world, but in the hands of the permanent officials, whose names hardly ever are known out of the official circle, and whose responsibility is sheltered under the signature of their chief. There are three or four permanent Under Secretaries of State in the Colonial Department—each of them has half-a-dozen Colonies to look after, he keeps all the records, carries on the correspondence, is acquainted, more or less, with the officials, and as Secretaries of State succeed one another he is the only man who knows what has been done, what has been proposed, and how the one is connected with the other (applies). One of the difficulties arising out of the Constitution of England, and to which Parliamentary Government is subject, is that that should be so, that the government of this and every other Crown Colony should rest in the hands of some practically-unknown gentleman sitting in his office in Downing Street, without practically any responsibility to anyone for what he does or advises, for it is impossible to bring the responsibility home to him, because whatever he does he does not in his own name, but in that of the Secretary of State for the Colonies. You will see that a great many powers are concerned in the management of a Crown Colony. Of course in addition to those I have mentioned there are the superior Courts. In each Colony there is one or more—and that is the great safeguard and protection Englishmen have wherever they go. The law is supreme over every person and everything—everyone, from the Governor down, has to submit to the dictates of the law, and is amenable to its jurisdiction. It was long contended that the Governor of a Colony is not responsible—cannot be held to answer in the Courts with this Colony over which he has jurisdiction, but it has been decided over and over again, in fact recently that a Governor who is guilty of any wrongful act is liable to be held before the Courts there or in England. He is not a Viceroy—the representative of the Queen, invested with royal prerogative—he is simply a deputy, holding power by the Commission. Under the Charter of this Colony he exercises of course the prerogative of life and death, of signing death warrants, granting pardons, remitting fines, dealing with Crown lands, he signs all warrants for the issue of public money, and initiates all public measures. He has the power of suspending every official, including even the Judges, and there is one peculiarity, and one alone, in which our Courts and Judges differ from those in England. There the Judges are irremovable except on the petition of the House of Commons, conferred in by the House of Lords, and addressed to and

assented to by the Queen, so that it is a very tremendous piece of machinery indeed for removing an English Judge from the bench. But in the Colonies, for reasons which are probably wise they are removable by the Government, or rather they may be suspended and their cases remitted to the Privy Council for consideration, but the great safeguard against abuse of power—for cases do sometimes occur where Governors suspend Judges—is that when the case comes before the Privy Council the Governor is himself on his trial, and if he fails to justify his act he himself will be removed from his post. All other officers he may suspend.

Now I think I have shown briefly how we are governed—if I may add a little advice it would be that we should try and raise the status of this Colony from that of a Crown Colony pure and simple to that of Class B in the List, and get representative institutions. Legislators elected by the people, the power of electing our own officers, and the control of the Executive. In a Colony of the wealth and importance to which Hongkong is rising it seems very hard that the people who have made it what it is by their own industry and enterprise should have so small a voice in the government of the Colony and the disposal of the funds. In a Colony of the kind I refer to the power of the people would be such that they could veto any undesirable measure—they could assert themselves plainly, openly, and clearly, not as now, but governed by an efficient majority whose opinions are entirely unknown. Attention was called in one of the local papers to the fact that the Straits Settlements, and some of the other Colonies possess Associations with branches in London, to look after their political and commercial interests, and it was suggested that some such Association might usefully be formed here. I recommend that to your serious consideration—think well of it. (Loud applause.)

On the motion of the President a cordial vote of thanks was awarded to Mr. Francis for his lecture.

Dr. Cantlie intimated that the next meeting of the Society would be held in Bank Buildings, when a discussion would be opened by Mr. Judd on "The Advantages and Disadvantages of Travel."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE STEAM LAUNCH "CORNER."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR—I trust you will not take it amiss if I venture to ask space for a word on behalf of the other side of this share speculation question; I refer to the holders and buyers. I assure you that I have never owned, bought, or sold a share in the Steam Launch Company. My convictions are in entire accord with your own as to the doubtful business soundness of the enterprise and I believe that, unsupported by the Government, it cannot pay expenses; but at the same time I maintain that people have a perfect right to invest in it, buy as cheaply as they can, sell for what they can get, or continue to hold if they see fit.

In the first place I think it a reasonable assumption that the short seller goes in for the purpose of making money. I am willing to acquit him, Sir, of any special designs on my purse or on yours, but he does not sell out of pure philanthropy. Having no shares himself he agrees to deliver to another shares which belong to you and me. When delivering time approaches he finds perhaps that we are not disposed to sell these shares as cheaply as he anticipated and he is injured, indignant and "cornered." He has not scrupled to cry down our project and depreciate it; he will insist now that we have no moral right to decline to sell at what he considers a just value; he will use all means in his power to render us odious, detestable, infamous. The man who tells your property without consulting you must be content to take his chance; he should not complain if he has to pay dearly for it.

When this Company was first formed I was asked to subscribe, and I consented to take a few shares, but on being told at the finish that there were plenty of applicants who would be glad of my allotment I withdrew, with thanks. Although I had little faith in its immediate earning power I thought it was a move in the right direction and was willing to give it such support as I could afford. It was not intended, I understood, as a medium for speculation, but seemed to me to tend in every way towards the public weal. If it came at last to pay, so much the better; no one was injured, and its promoters got no more than their deserts.

I was struck by the remark of a philosopher the other evening—"all true prosperity springs from the soil." I agree with this sentiment almost unreservedly, but of course allow there may be a few exceptions; the Codfish industry, for instance, is a large and legitimate one. Its aristocracy is well represented in our midst.

The Steam Launch helps the spread of civilization, opens up navigation, fosters commerce, and assists the farmer as well as the sailor or mechanic.

I do not believe in this tendency towards hazardous speculation. It is a wondrous game, but pure and simple, and should be legislated against, but if there is a side to it less vicious than the other, it is, in my opinion, the side which buys with its hard money, sells for what it can, or holds at its discretion.

I am, Sir, Yours faithfully,
SPECULATOR.
Hongkong, 28th January, 1889.

HONGKONG SEAMEN'S CHAPLAINCY.

The following is the report for 1888:
Committee.—Hon. J. Bell-Irving, Captain Rummy, R.N.; W. H. Forbes, Esq., Rt. Rev. Bishop Burdon.
"Chaplain"—Rev. A. Garbett Goldsmith, M.A.
The work of the Seamen's Chaplaincy in Hongkong has now been carried on by the Rev. A. G. Goldsmith for three years. During that time he has thoroughly gained the confidence of the Trustees and Committee of the Sailors' Home and has also won his way among the Seamen who have visited the Port. Every means possible has been employed to interest and benefit the Sailors. Religious Services have been held both on Sundays and week-days, ashore and afloat. There have been weekly Concerts and Temperance Meetings in the Reading Room of the Sailors' Home; and the Home itself and the ships have been regularly visited. During the year just closed, Mr. Goldsmith reports having paid 773 visits on board ships in the Harbour, holding short Services where possible; sometimes in the Captain's cabin, sometimes in the forecastle.
The attendance of sailors at St. Peter's Seamen's Church has kept up well during the year. The number of communicants has been 501, an increase over last year of more than 100. This indicates that many more seamen than formerly have availed themselves of this Sacred Service, and is an encouraging sign of good being done. There is an offering of St. Peter's every Sunday at the close of the morning and evening Services, to which the sailors contribute; and in addition to this the Chaplain has received from sailors during the year sums amounting to \$100 for Church work, a proof of their appreciation of the

religious efforts put forth on their behalf. 51 bags of reading books have been sent away with outward-bound ships. To keep up the supply needed to meet the constant demand for good literature, the Chaplain appeals to those who take in the Illustrated Papers, Magazines, &c., in the hope they may be able to spare some, which after doing duty in the Reading Room, might be sent away to sea.

The work has grown to such an extent that Mr. Goldsmith has been for some time seeking means to support a Scripture Reader to assist him in visiting the ships. By persevering efforts he has succeeded, and he has now engaged the services of Mr. Edward Makham, signalman on board H.M.S. "Constance," who concludes to years' service in H.M. Navy on January 31st. Mr. Makham is expected to arrive in Hongkong shortly and will at once enter on his duties.

The Chaplain has been making, as is well known, strenuous efforts during the year towards securing, if possible, the Sunday rest for Merchant Seamen and their Officers while in Hongkong Harbour. There has been practically "no Sunday" in the Harbour for Merchant Ships since the opening of the Port. This has been caused probably by the fact that the Chinese have no such day, and are found willing to work at any time in loading and unloading ships; and as this facilitated business and profit, the departure from English custom in this Port became fixed, and all attempts to interfere with it have hitherto failed. Whether any plan can now be adopted to secure the Sunday rest for the sailor while in Harbour, here remains to be seen, but it is earnestly hoped that the recent agitation of the question will not be found to be in vain. The object aimed at—the securing for English sailors, who are often confined to their ships for weeks at a time, the Englishman's right and privilege, while in Hongkong Harbour, of a weekly day of rest—is well worth the serious consideration and united efforts of the Government and Shipping Firms of Hongkong.

Warmest thanks are due, and are hereby tendered to those friends, whether here or in England, who have so liberally contributed to the expenses of the year just closed. Appeal is again made for help during another year. The Committee of the Sailors' Home have most kindly undertaken to furnish the allowance towards house rent, which this Fund has hitherto supplied, but the remaining expenses will still have to be met by voluntary contributions. It is not anticipated that there will be any difficulty in raising the small amount required for a Seamen's Chaplain in Port, where in 1887, according to the Harbour Master's Report, no less than 4,078 vessels, representing more than four and a half million tons, arrived and passed on to other Ports.

HONGKONG SEAMEN'S CHAPLAINCY ACCOUNTS FOR 1888.

Income.
Balance from previous Account \$ 299 81
Donations as per List 2,390 70
Interest on current Account from Hongkong and Shanghai Bank to June 30th 29 95
Do. do. to December 31st 19 65
\$ 2,740 11

Expenditure.
Salary of Chaplain \$1,600 00
Less paid by Missions to Seamen's Society London £400 = 261 74
\$ 1,338 26
Allowance to Chaplain for house rent from January to October (inclusive) at \$50 a month 500 00
Hire of Steam Launch for the Sundays of the year, at \$30 a month 360 00
Four Boatmen's wages at \$25 a month 312 00
Repairs of Chaplain's Gigs 18 85
Printing 200 copies of last year's Report and Stationery 17 00
Balance carried forward 194 00
\$ 2,740 11

J. S. BURDON, Bishop, Treasurer.

Examined and found correct. Vouchers compared with entries and found in order.
FRED. T. P. FOSTER, Auditor.

KOREA.

(FROM OUR CORRESPONDENT.)

FUSAN, 9th January, 1889.

Our new Chinese Consul, Mr. Li Un-wang, formerly attached to the Legation in Seoul, has arrived here recently, and has made a very favourable impression. I regret to state that we are about to lose the *Chancellor* of the Japanese Consulate, who has endeared himself in this place to everybody who had the privilege of becoming acquainted with him. He is transferred, on promotion, as acting Vice-Consul at Chefoo. He has been very painstaking in teaching the rising generation of Fusan the Queen's English, but I fear, with only indifferent success.

Mr. Ni Shan-un, an *attaché* of the recalled Korean Mission, ill-advised, as it were, to Washington, passed through here, on his way to Seoul, to report to the Throne the failure and *fiasco* of that unfortunate affair. Mr. Ni Shan-un wears European clothes, and wears them well. I think I had better have written American clothes. The Minister himself is sick in Tokio; perhaps he wants the storm "to blow over a little," before he ventures back to Seoul; his sickness is supposed to be *Febri diplomatica*. In Tokio some nice little diplomatic connections can be formed to be useful for some future complications. Tokio is a very fine place in Dal Nippon; in fact, I believe, it is the capital of beautiful Japan.

The other day I had occasion to converse with a very well-informed native on the Missionary question. According to treaties missionaries are not allowed in Korea, but here they are, all the same. My native friend expressed himself largely in favour of the French Fathers. You know very well that I am not a Romanist, and I leave you and your readers to draw your own inferences. Besides American and French missionaries there are none of other nationalities in this country at present. Since the presence of missionaries in Korea is forbidden, my friend asked, "why don't they go to China, where missionary work is not prohibited?" or to Japan, where it is at least tolerated?"

I think there would be a fine field of labour for some of them in Formosa amongst the savages, but I dare say they would find less comfortable quarters with their families than in Seoul. The gold-mining in Massamp appears to be knocked out on the head again; the little work carried on there has never been carried out methodically, or, in any scientific way. What is wanted in Massamp is a few hundred Californians or Australian miners, capital, and systematic working; then the country would be enriched and benefited by her mineral wealth. Even the gold-bearing river sands, already worked by the Koreans, if dealt with, once more by foreign professional miners, would yield good returns. The gold here is quite exceptional for our place; five degrees Celsius below freezing point. Our banking is perfectly clear of rice, but in installing the new money, the rice is frozen over and so skates!

Mr. Mitchell has gone once more to Seoul about his timber contract in connection with the Korean forests and Dagelot Island.

I am glad the N. Y. Kaisha have ordered uniforms to be worn by their officers; people having business on board now know whom to address, without bothering other parties on board; the innovation is certainly a great improvement, on which the Company may be justly congratulated.—*Shanghai Mercury.*

CHILDREN starving to death on account of their inability to digest food will find a most marvelous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

To-day's Advertisements.

STEAM TO YOKOHAMA, VIA NAGASAKI, AND KOBE.

(Passing through the INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship

"GWALIOR" will leave for the above places on FRIDAY, the 8th February, at NOON.

E. L. WOODIN, Superintendent.

Hongkong, 30th January, 1889.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"SHANNON" will leave for the above place about 24 hours after her arrival with the next outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 30th January, 1889.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PENINSULAR," Captain H. Wyatt, with Her Majesty's Mail, will be despatched from this for LONDON, VIA BOMBAY AND SUEZ CANAL, ON WEDNESDAY, the 13th February, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 30th January, 1889.

NORTH CHINA Famine RELIEF FUND.

THE HONGKONG AND SHANGHAI BANKING CORPORATION will be happy to RECEIVE SUBSCRIPTIONS to the above fund and transmit same to the Shanghai Committee.

Hongkong, 30th January, 1889.

TO LET.

A BUNGALOW in a Garden at Kowloon, with Lawn Tennis Court attached, situated on the Dock Bay.

Apply to F. V. RIBEIRO.

Hongkong, 30th January, 1889.

ZETLAND LODGE.

No. 525.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on SATURDAY NEXT, the 2nd February, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 30th January, 1889.

Intimations.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

THE Company's Offices have This Day been REMOVED TO BEACONSFIELD ARCADE, first floor, opposite the old Bank Buildings.

G. DE CHAMPEAUX, Agents.

Hongkong, 28th January, 1889.

KOWLOON HOTEL.

J. C. ROUGH, Manager.

WINE and SPIRITS of the best quality.

ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.

Hongkong, 31st January, 1889.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on SATURDAY, the 2nd February, at 12 O'CLOCK Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and Electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 20th instant to 2nd February inclusive.

By Order of the Board of Directors.

W. H. ARNOLD, Secretary.

Hongkong, 31st January, 1889.

Consigners.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "CARMARTHENSIRE," FROM HAMBURG, ANTWERP, LONDON, &c.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, T.O. DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 3rd proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd proximo, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 28th January, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BATAVIA," FROM VANCOUVER, YOKOHAMA, AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 24th January, 1889.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.

Hongkong, 29th January, 1889.

For Sale.

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES.

the Handiest, Cheapest, and Best Time-keepers invented.

PRICE THREE DOLLARS EACH \$3.

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUBI BUSSAN KAISHA, (Sole Agents in Japan and China for the Sale of the above Watches), 10, QUEEN'S ROAD CENTRAL, Opposite Marine House.

Hongkong, 20th August, 1888.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

No. 8, Queen's Road Central. (607)

Auctions.

GOVERNMENT NOTIFICATION, No. 35.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 11th day of February, 1889, at 4 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 26th January, 1889.

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of February, 1889, at 4 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

1 Inland Lot, Rutter Street, Tai No. 1215

1 Inland Lot, Rutter Street, Tai No. 1215

1 Inland Lot, Rutter Street, Tai No. 1215

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1 Inland Lot, Rutter Street, Tai No. 1215

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank—169 per cent. premium, buyers.
 Union Insurance Society of Canton—\$120 per share, sellers.
 China Traders' Insurance Company—\$80 per share, buyers.
 North China Insurance—Tls. 290 per share, buyers.
 Canton Insurance Company, Limited—\$120 per share, sellers.
 Yangtze Insurance Association—Tls. 97 per share, buyers.
 Chinese Insurance Company—\$165 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150, per share.
 Mongkong Fire Insurance Company—\$365 per share, buyers.
 China Fire Insurance Company—\$81 per share, buyers.
 Mongkong and Whampoa Dock Company, 36 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$261 per share, sellers.
 China and Manila Steam Ship Company—178 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$170 per share, nominal.
 Indo-China Steam Navigation Company, Limited—121 per cent. div., buyers.
 Douglas Steamship Company—\$66 per share, buyers.
 China Sugar Refining Company, Limited—\$207 per share, sellers.
 Luon Sugar Refining Company, Limited—\$86 per share, sellers.
 Hongkong Ice Company—\$101 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$124 per share, sellers.
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.
 Chinese Imperial Loan of 1884—B—21 per cent. premium, buyers.
 Chinese Imperial Loan of 1886—E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$97 per share, buyers.
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.
 Punjion and Sanchie Doo Samantan Mining Co.—\$101 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—90 per cent. premium, buyers.
 Tongkin Coal Mining Co.—100 per cent. premium, buyers.
 The Hongkong High-Level Tramway Co., Limited—250 per cent. premium, nominal.
 The East Borneo Planting Co., Limited—\$50 per share, sellers.
 The Seng Lee Planting Co., Ltd.—\$35 per share, nominal.
 Cruickshank & Co., Ltd.—\$45 per share, sellers.
 The Steam Launch Co., Limited—100 per cent. premium, nominal.
 The Austin Arms Hotel and Building Co., Ltd.—40 per cent. div., nominal.
 The China-Borneo Co., Ltd.—\$60 per share, nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 1/10
 Bank Bills, on demand 1/10
 Bank Bills, at 30 days' sight 1/10
 Bank Bills, at 4 months' sight 1/10
 Credits at 4 months' sight 1/10
 Documentary Bills, at 4 months' sight 1/10
ON PARIS.—Bank, T. T. 1/10
 Bank Bills, on demand 1/10
 Credits at 4 months' sight 1/10
ON INDIA, T. T. 1/10
ON SHANGHAI.—Bank, T. T. 1/10
 Private, 30 days' sight 1/10

OPIUM MARKET—THIS DAY.

NEW MALWA, per picul.....\$630
 (Allowance, Tails 4 to 33).
OLD MALWA, per picul.....\$630
 (Allowance, Tails 10 to 32).
NEW PATNA, (without choice) per chest.....\$580
NEW PATNA, (first choice) per chest.....\$582
NEW PATNA, (bottom) per chest.....\$550
NEW PATNA, (second choice) per chest.....\$575
NEW PATNA, (without choice) per chest.....\$557
NEW PATNA, (bottom) per chest.....\$550
NEW PATNA, (best quality) per picul.....\$550
OLD PATNA, (best quality) per picul.....\$550
OLD PATNA, (second quality) per picul.....\$475

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Shannon*, with the English mail of the 28th ultimo, left Singapore on the 28th instant, and may be expected here on the 3rd proximo.
THE FRENCH MAIL.
 The M. M. steamer *Djemnah*, with the French mail of 29th ultimo, left Singapore on the 24th instant, at noon, and may be expected here on or about the 31st.
THE AMERICAN MAIL.
 The O. & O. S. N. Co.'s steamer *Belgic*, from San Francisco to date the 5th instant, left Yokohama on the 26th instant for this port, and may be expected here on or about the 1st proximo.
 The P. M. S. S. Co.'s steamer *City of Peking*, with the American mail, left San Francisco on the 15th instant, and is expected here on or about the 15th proximo.
THE CANADIAN MAIL.
 The steamer *Parthia* left Vancouver for Japan and China on the 22nd instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Gwalior*, from Bombay, left Singapore for this port on the 25th instant, and is due here on the 31st.
 The Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore on the 25th instant, and is due here on the 1st proximo.
 The C. S. M. S. N. Co.'s new steamer *Candia*, from Glasgow and Liverpool, left Singapore for this port on the 27th instant, and may be expected here on or about the 2nd proximo.
 The D. D. R. steamer *Iphigenia*, from Hamburg, left Singapore at noon on the 28th instant, and may be expected here on the 4th proximo.
 The P. & O. S. N. Co.'s extra steamer *Khiva* left Bombay on the 26th instant, and is expected here on or about the 10th proximo.

Post Office.

A MAIL WILL CLOSE.
 For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Friday, the 1st Feb., at 11.30 A.M.
 For Saigon.—Per *Triumph*, on Friday, the 1st Feb., at 11.30 A.M.
 For Straits and London.—Per *Glenasmole*, on Saturday, the 2nd Feb., at 11.30 A.M.
 For Straits and Calcutta.—Per *Taiyang*, on Monday, the 4th Feb., at 11.30 A.M.
 For Europe, &c., Australia, India, &c. Madras.—Per *Europa*, on Wednesday, the 6th Feb., at 11.30 A.M.

Shipping.

ARRIVALS.
 PEKING, German steamer, 954, G. Heuermann, 29th Jan.,—Whampoa 29th Jan., General.—Siemens & Co.
 KWONGSANG, British steamer, 989, Sellar, 29th Jan.,—Whampoa 29th Jan., General.—Jardine, Matheson & Co.
 MARIE, German steamer, 704, C. A. Hundewadt, 29th Jan.,—Haiphong 27th Jan., Rice.—A. R. Marty.
 HAITAN, British steamer, 1,183, S. Ashton, 30th Jan.,—Fochow 27th Jan., Amoy 28th, and Swatow 29th, General.—D. Laprak & Co.
 COCKCHIAER, British gunboat, 450, Lieut.-Commander E. E. Maxwell, 30th Jan.,—Pagoda Anchorage 27th Jan., General.—Jardine, Matheson & Co.
 BISAGNO, Italian steamer, 1,499, Tognasso, 30th Jan.,—Bombay, and Singapore 22nd Jan., General.—Carlowitz & Co.
CLEARANCES AT THE HARBOUR OFFICE.
Devawongse, British steamer, for Bangkok.
Duke of Westminster, British steamer, for Singapore, &c.
Ingraham, German steamer, for Saigon.

DEPARTURES.
 January 30, *Freja*, Danish steamer, for Haiphong.
 January 30, *Wycern*, British str., for Saigon.
 January 30, *Zafiro*, British steamer, for Manila.
 January 30, *Bengal*, British steamer, for Singapore, &c.
 January 30, *Wolf*, German gunboat, for a cruise.
 January 30, *Ilon*, French bark, for Honolulu.
 January 30, *Duke of Westminster*, British str., for Singapore, &c.

PASSENGERS—ARRIVED.
 Per *Marie*, str., from Haiphong.—Mr. O. von der Heyde, and 46 Chinese.
 Per *Haitan*, str., from Fochow, &c.—Messrs. Scott and Ollie, and 15 Chinese.
 Per *Bisagno*, str., from Bombay, &c.—1 European and 200 Chinese.

DEPARTED.
 Per *Bengal*, str., from Hongkong for Singapore.—Revs. F. Studd and Thos. Marshall. For Bombay.—Mr. Chue Pak Young. For Brindisi.—Mr. E. H. Melby. For London.—Miss Hay Chapman and Mr. E. L. Hawley. For London via Marseilles.—Messrs. D. Tulloch, H. Munroe, and Myers. From Shanghai for Singapore.—E. Ollerdesen. For Bombay.—Mr. Thos. Lang. For London.—Mr. and Mrs. McClure and 2 children, and Mr. E. Gipperich. From Yokohama for Bombay.—Surgeon H. Brown. For London.—Mr. Matsumoto Akito. For Marseilles.—Messrs. Yoshida Jiro and Kugo.

REPORTS.
 The British steamship *Haitan* reports that she left Fochow on the 27th instant at 3.30 p.m., Amoy on the 28th, and Swatow on the 29th. Had strong north-east winds and thick misty rain; thence to Amoy had fresh north-east winds and clear weather with rough sea. From Amoy to Swatow had strong north-east winds and overcast sky with moderate sea. From Swatow to port had moderate north-east winds and dull gloomy weather with smooth sea. In Fochow, the steamship *Chingwo*. In Swatow, the steamships *Chefoo*, *Toonan*, *Choyang*, *Namoa*, and the Chinese revenue cruiser *Ping-ching*.

SHIPPING IN HONGKONG.

STEAMERS.
 APENRADE, German steamer, 1,473, Hohlmann, 21st Jan.,—Nagasaki 17th Jan., Coal.—Wiel & Co.
 BATAVIA, British steamer, 2,548, Hugh W. Auld, 23rd Jan.,—Vancouver 24th Dec., Yokohama 16th Jan., and Kobe 18th, General.—Adamson, Bell & Co.
 BENLARI, British steamer, 2,265, Freeman, 21st Jan.,—Cardiff 4th Dec., and Singapore 14th Jan., Coals.—Gibb, Livingston & Co.
 CHOWFA, British steamer, 1,055, F. W. Phillips, 27th Jan.,—Bangkok 18th Jan., Rice and General.—Scottish Oriental S. S. Co.
 CITY OF NEW YORK, American steamer, 3,029, R. R. Searle, 20th Jan.,—San Francisco 29th Dec., and Yokohama 23rd Jan., Mails and General.—P. M. S. S. Co.
 DECIMA, German steamer, 965, W. Breitung, 28th Jan.,—Singapore 18th Jan., Sugar.—Siemens & Co.
 FALKENBURG, German steamer, 989, H. Weber, 24th Jan.,—Hohow 23rd Jan., General.—Melchers & Co.
 FAME, British steamer, 1,174, A. Stopani, Hongkong and Whampoa Dock Co.
 FUSHIKI MARU, Japanese steamer, 1,219, Franck, 25th Jan.,—Nagasaki 19th January, Coals.—M. B. Kaishia.
 HAILONG, British steamer, 784, J. S. Roach, 29th Jan.,—Fochow 26th Jan., Amoy 27th, and Swatow 28th, General.—D. Laprak & Co.
 INGRABAD, Geru steamer, 894, J. R. Mass, 28th Jan.,—24th Jan.,—19th January, General and Paddy.—Wiel & Co.
 JOHANN, German steamer, 428, H. Bling, 29th Jan.,—Macao 29th Jan., General.—Wiel & Co.
 MELITA, German steamer, 339, H. Möck, 9th Jan.,—Haiphong 5th Jan., Rice.—Wiel & Co.
 PILOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.
 PROVINCIA, British steamer, 1,095, Mackenzie, 29th Jan.,—Kudat 8th Jan., and Singapore 21st, Timber.—Captain.
 TAIKANG, British steamer, 1,505, W. H. Jackson, 29th Jan.,—Collette, and Singapore 21st Jan., General.—Jardine, Matheson & Co.
 TAIYUAN, British steamer, 1,500, A. Varden, 13th Jan.,—Wellington, N.Z., 24th Nov., and Surabaya 25th Dec., General.—Butler, Field & Swire.
 TRIUMPH, German steamer, 674, P. Moos, 27th Jan.,—Haiphong 24th January, and Hohow 25th, Rice, Pigs, and General.—Wiel & Co.
 VERONA, British steamer, 1870, M. de Horne, from Japan, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.
 ADAM W. SPIES, American bark, 1,171, A. D. Field, 22nd Jan.,—Newcastle, N.S.W., 3rd Dec., Coals.—Russell & Co.
 AUGUSTA, German bark, 473, Jensen, 5th Dec.,—Hohow 18th Nov., Sanpanwood.—Ed. Schellhass & Co.
 BENQUALE, British bark, 544, Scott, 17th Jan.,—Singapore 24th Sept., Timber.—Melchers & Co.
 COLOMA, American bark, 852, C. M. Wages, 24th Dec.,—Portland (Oregon) 2nd Nov., Lumber and Spars.—Captain.
 EWE, British bark, 778, W. Sammen, 23rd Jan.,—London and October, General.—Melchers & Co.
 ESCORT, American bark, 636, Waterhouse, 20th Jan.,—Honolulu 14th December, Ballast.—Captain.
 IRIS, British schooner, 206, H. C. Swan, 21st Jan.,—Freemantle, W.A., 26th Nov.,—Saidwood.—Stemmen & Co.
 JOHN NICHOLSON, British steamer, 685, W. Quine, 18th Dec.,—Honolulu 16th Nov., Ballast.—Captain.
 KITTY, British bark, 803, W. R. Laird, 8th Jan.,—Haiphong 7th December, Ballast.—D. Musso & Co.

Intimations.

CHINA-NEW YEAR BANK HOLIDAY.
 IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, TO-MORROW, the 31st January.
 For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
 JOHN THURBURN,
 Manager, Hongkong.
 For the CHARTERED BANK OF AUSTRALIA, AND CHINA,
 T. H. WHITEHEAD,
 Manager, Hongkong.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 G. E. NOBLE,
 Chief Manager.
 For the COMPTOIR D'ESCOMPTE DE PARIS, CHANTREY INCHBALD,
 Agent, Hongkong.
 For the NEW ORIENTAL BANK CORPORATION, LIMITED,
 E. W. RUTTER,
 Manager, Hongkong.
 Hongkong, 26th January, 1888. [132]

THE HONGKONG ELECTRIC COMPANY, LIMITED.
 CAPITAL\$300,000
 DIVIDED INTO 30,000 SHARES OF \$10 EACH.
 OF WHICH 15,000 SHARES ARE OFFERED TO THE PUBLIC.
 (The remaining 15,000 Shares have been taken up on the same terms as the Shares now offered to the Public.)
 PAYMENT TO BE AS FOLLOWS:—
 ON APPLICATION\$1.
 ON ALLOTMENT\$1.
 The Balance at call (on One Month's notice being given) as required to meet drafts for purchase of Plant and otherwise for the purposes and the extension of the business of the Company.
 Applications for shares, accompanied by a deposit of \$1 per share, must be sent in to THE HONGKONG AND SHANGHAI BANKING CORPORATION on or before the 12th day of February, 1889.
 DIRECTORS: THE HONORABLE JOHN BELL IRVING, THE HONORABLE CATCHICK PAUL CHATER, THE HONORABLE BENDYSHE LAYTON, HENRY LISTON DALRYMPLE, ESQ., LORENZ POESNECKER, ESQ., AND ALFRED PARKER STOKES, ESQ.
 BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.
 SOLICITORS: MESSRS. SHARP, JOHNSON AND STOKES.

THE principal object for which this Company has been formed is to supply the city of Victoria, Kowloon, and the Peak with the ELECTRIC LIGHT. A subsidiary object is the supply of electric motor power wherever it may be required, and negotiations are now being carried on with the Government to supply the necessary power for pumping water from the Albany Tank to a reservoir or tank to be established at the Peak.
 The advantages of the ELECTRIC LIGHT are so well recognised that but little need be said on the subject. It is, however, peculiarly adapted for use here on account of its being almost entirely free from heat and unaffected by wind, and also on account of its almost perfect freedom from danger by fire.
 Estimates of working expenses, cost of supply, &c., have been carefully gone into and the Directors have no doubt that the light can be supplied at rates which will compare favourably with the price paid for gas in the Colony, while for quality, power and convenience, the light will be much superior to any other kind of lighting.
 In the estimates are included cost of sufficient engine power, plant, &c., for Electric Street lighting on the well known Arc System. Negotiations, with a good prospect of success, are being carried on with the Government for a contract for this purpose.
 A very suitable site for the Engine-house required for the Machinery has been purchased and will be made over to the Company at cost price.
 It is proposed to order from England at once the necessary plant and dynamos on the latest and most approved principle adopted in England and America. The London Electric Supply Company are at present engaged in installing in London a plant to supply 250,000 lights on this principle.
 The income will of course depend much on the number of lights supplied, but as the price will be, light for light, less than gas, there can be no doubt that the electric light will be generally adopted. If but 3,000 burners are made use of, it is believed that the Company will be able to pay a satisfactory dividend, and this dividend will increase with the increase in the demand for the light.
 The value of the shares has been fixed at \$10 with the view of bringing the shares within the reach of all of the community who are likely to use the light, and who will thus have a better opportunity of becoming shareholders than if the shares were of a higher value. It is intended that at wide a distribution of the shares shall be made as possible.
 No promotion money will be paid.
 For prospectus and for forms of application for shares, apply to the HONGKONG AND SHANGHAI BANKING CORPORATION, or to Messrs. GIBB, LIVINGSTON & Co. Dated the 24th day of January, 1889. [134]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Djemnah	Marseilles	January 31st	Messageries Maritimes, P. & O. S. N. Co.
Gwalior	Bombay	January 31st	Butterfield & Swire.
Dardanus	Liverpool	February 1st	O. & O. S. S. Co.
Belgic	San Francisco	February 1st	Arnhold, Karberg & Co.
Candia	Liverpool	February 2nd	P. & O. S. N. Co.
Shannon	London	February 3rd	Siemens & Co.
Iphigenia	Hamburg	February 4th	P. & O. S. N. Co.
City of Peking	Bombay	February 10th	Pacific Mail S. S. Co.
Parthia	Vancouver	February 20th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, via Suez Canal.	Patroclus	Butterfield & Swire	February 2nd.
London, via Suez Canal.	Chingwo	Arnhold, Karberg & Co.	About Jan. 30th.
London, via Suez Canal.	Gleocarn	Jardine, Matheson & Co.	Feb. 2nd, at noon.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	Feb. 6th, at noon.
Bremen, & Ports of Call.	Merionethshire	Adamson, Bell & Co.	About Jan. 31st.
Genoa, via Bombay, &c.	Braunschweig	Melchers & Co.	Feb. 17th, at 10 a.m.
San Francisco, via Panama	City of New York	Carlowitz & Co.	About Feb. 8th.
San Francisco, via Panama	Belgic	Pacific Mail S. S. Co.	Feb. 6th, at 1 p.m.
Vancouver, B.C., via A.C.	Batavia	Adamson, Bell & Co.	Feb. 7th, at 1 p.m.
Sydney, Melbourne, &c.	Taiwan	Butterfield & Swire	Feb. 8th, at 4 p.m.
Calcutta, via Straits	Taisang	Jardine, Matheson & Co.	Feb. 4th, at noon.
Sandakan, &c., via S'pore	Mennon	Butterfield & Swire	Feb. 5th, at 4 p.m.
Yokohama, via N'saki, &c.	Verona	P. & O. S. N. Co.	Feb. 1st, at noon.
Shanghai, Kobe, &c.	Djemnah	Messageries Maritimes	About Feb. 1st.
Shanghai, via Amoy	Dardanus	Butterfield & Swire	February 3rd.

Intimations.

A. HAHN,
 PIANO TUNER AND REPAIRER.
 ON HIRE PIANOS FOR SALE
 Address: c/o HONGKONG HOTEL or No. 22, ELGIN STREET.
 Hongkong, 24th December, 1888. [37]

INTIMATION.

J. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 AND
 PROVISION MERCHANTS,
 NAVY CONTRACTORS,
 AND
 GENERAL COMMISSION AGENTS.
 No. 11, Praya Central.
 (Opposite Padder's Wharf).

SOLE AGENTS.

RAHTJEN'S GENUINE COMPOSITION
 FOR THE BOTTOMS OF IRON SHIPS
 CARBOLINEUM AVENARIUS
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., OF WOOD.
 CHR. MOTZ & Co., BORDEAUX, CLARETS
 IMPERIAL CHAMPAGNE,
 LA GRANDE MARQUE.
 FLENSBURG STOCKBEER,
 ENGINEERS AND BLACKSMITHS' TOOLS
 AND EVERY KIND OF SHIP'S
 STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 ALL KINDS OF
COALS
 SUPPLIED AT THE SHORTEST NOTICE.
 Hongkong, 1st January, 1889. [82]

NOTICE.
 JEVE'S SANITARY COMPOUNDS COMPANY, LIMITED.
 THE Underigned has this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 1st October, 1888. [12]

FOR SALE.
 AT WHOLESALE PRICES.
 SACCONES' SHERRY, PORT, CLARETS, BRANDIES, WHISKIES.
 "EMPIRE" ALE AND STOUT.
 MACHINERY, GAS ENGINES, "EMPIRE" MACHINERY, GAS ENGINES, "EMPIRE" COOKING STOVES, SCALES, PAINTS, OILS AND VARNISH, BICYCLES AND TRICYCLES, JUVENILE VELOCIPEDES, HORSES AND TRICYCLES.
 BICYCLE WHEELS FOR INTRICKSHAS, SODA WATER MACHINERY.
 JEVE'S SANITARY COMPOUNDS.
 Apply to
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 29th September, 1888. [11]

G. FALCONER & CO.,
 WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
 NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
 No. 48, Queen's Road Central. [64]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
 AN EXTRAORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at 3.15 O'CLOCK P.M., of the 10th day of February, 1889, when the subjoined Resolution will be proposed.
RESOLUTION.
 That Article No. 9 of the Articles of Association be altered by eliminating therefrom the words "One Hundred Thousand" and substituting therefor the words "One Hundred and Fifty Thousand."
 By Order,
 JAS. B. COUGHTRIE, Secretary.
 Hongkong, 28th January, 1889. [140]

NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at City Hall, Hongkong, on SATURDAY, the 23rd day of February, next, at 12 O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1888.
 By Order of the Court of Directors,
 G. E. NOBLE, Chief Manager.
 Hongkong, 24th January, 1889. [130]

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED on SATURDAY, the 9th, to SATURDAY, the 23rd February next, (both days inclusive) during which period no Transfer of Shares can be registered.
 By Order of the Court of Directors,
 G. E. NOBLE, Chief Manager.
 Hongkong, 24th January, 1889. [131]

HONGKONG RIFLE ASSOCIATION.
WEEKLY SPOON COMPETITION will take place next SATURDAY, 2nd February, 3.30 P.M., 500 Yards range—10 Shots. Entrance Fee 10 Cents, to be paid to the Register keeper on the ground before firing.
 A. SHELTON HOOPER, Hon. Secretary.
 Hongkong, 26th January, 1889. [58]

MASONIC BALL, 1889.
 A MASONIC BALL, under the Auspices of the DISTRICT GRAND LODGE of Hongkong and South China, will be held at the CITY HALL, on FRIDAY, the 5th February. Brethren desirous of inviting Guests are requested to send the names of their friends to the undersigned.
 The Subscription is limited to \$10 for Masons and \$5 for each Guest invited (non-Masons).
 ALF. WOOLLEY, Hon. Sec.
 Hongkong, 28th January, 1889. [100]

THE CHINA-BORNEO COMPANY, LIMITED.
 THIS Company having PURCHASED the MILLS from the HONGKONG STEAM SAW MILL CO. (LTD.), Borneo, are prepared to Contract for the Supply of Borneo and other Timbers, in Logs or sawn to any dimensions, at short notice. The Company are also prepared to undertake General Agency Business at any of its Branches in Borneo.
 GIBB, LIVINGSTON & Co., Agents in Hongkong and China.
 Hongkong, 16th January, 1889. [93]

Intimations.

NOTICE.
HONGKONG ICE COMPANY, LIMITED.
 THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the Company, Pedder's Street, on THURSDAY, the 7th February, at NOON, to receive a Statement of the Accounts of the Company to the 31st December, 1888, and the Report of the General Managers, and to discuss any matters that may be competently brought before the Meeting.
 The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to 7th proximo, both days inclusive.
 JARDINE, MATHESON & Co., General Managers.
 Hongkong, 24th January, 1889. [125]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
 THE TWENTIETH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 5, Queen's Road, Victoria, at THREE O'CLOCK in the AFTERNOON, of TUESDAY, the 19th February, 1889, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1888.
 The TRANSFER BOOKS of the Company will be CLOSED from the 6th Proximo to the 19th Proximo, both days inclusive.
 By Order,
 JAS. B. COUGHTRIE, Secretary.
 Hongkong, 28th January, 1889. [139]

To be Let.
 TO LET, ENTRY 1ST MARCH NEXT.
 No. 3, WEST TERRACE.
 Apply to
 G. C. ANDERSON, 13, Praya Central.
 Hongkong, 29th January, 1889. [145]

ROOMS in "COLLEGE CHAMBERS."
 Apply to
 DAVID SASSOON SONS & Co.
 Hongkong, 12th December, 1888. [13]

TO LET.
 Apply to
 G. C. ANDERSON, 13, Praya Central.
 Hongkong, 24th January, 1889. [129]

TWO ROOMS, No. 13, Shelley Street, with or without BOARD.
 Apply to
 A. B. C., c/o Hongkong Telegraph Office.
 Hongkong, 9th January, 1889. [70]

AT the Peak "LA HACIENDA," formerly occupied by Sir George Phillip.
 Apply to
 H. N. MODY, Victoria Buildings.
 Hongkong, 12th December, 1888. [33]

Insurances.
THE NEGLECT OF LIFE ASSURANCE.
 THERE is no feature of our civilised life that strikes a thoughtful man with more force than the neglect of LIFE ASSURANCE. By payment of a small quarterly subscription any man of good health can secure a very large sum to his family in case of premature death, yet hundreds of families brought up in comfort and luxury are left in extreme poverty every year from the bread winner having neglected to assure his life. In the East many a man lives up to his income, knowing well that if death cut him off suddenly, his wife and children would be left almost wholly unprovided for. All this can be prevented by Life Assurance.
EVERY FACILITY
 In connection with Life Assurance Business is afforded by
THE STANDARD LIFE OFFICE.
 One of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to any of the Standard Company's Agents, or to
THE BORNEO COMPANY, LTD., Agents, Hongkong.
 Hongkong, 29th June, 1888. [659]

THE MAN ON INSURANCE COMPANY, LIMITED.
CAPITAL—SUBSCRIBED.....\$1,000,000.
 The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
WOO LIN YUEN Secretary.
HEAD OFFICE, No. 4, QUEEN'S ROAD WEST, Hongkong, 1st February, 1889. [150]

GENERAL NOTICE.
THE ON TA' INSURANCE COMPANY, (LIMITED).
CAPITAL—TAELS (600,000).....\$893,333.33.
RESERVE FUND.....\$118,000.00.
BOARD OF DIRECTORS.
 LEE SENG, Esq., LO YUE MOON, Esq., LOU TAO SHU, Esq.,
MANAGER—HO AMEL.

STEAM LAUNCH COMPANY, LIMITED.
 Hongkong, 29th September, 1888. [14]